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Meeting between TransCanada and State Department personnel – September 9, 2010

Participants:

TransCanada: Robert Jones, James White, Donald Wishart
Sen. Hutchinson's office: Troy Lyons
State Department: Dan Clune, Betsy Orlando, Alex Yuan, Matt McManus,
Michael Stewart, David Sullivan, John Schnitker

Bob Jones opened the meeting by explaining TransCanada's communications plan in Nebraska in order to respond to the media attention which the Keystone XL pipeline proposal has been receiving. He said that the campaign would focus on jobs in Nebraska and said that TransCanada's polling indicated general support for the project. He mentioned that TransCanada's efforts to obtain property easements for the pipeline was continuing and that TransCanada was in the midst of signing an agreement with a landowner group that would bring the number of easements obtained in Nebraska to about 70%. He also mentioned two open seasons that TransCanada was holding, one concerning production in Montana and North Dakota and the second concerning an oil transportation bottleneck from Cushing, Oklahoma to the Gulf Coast.

Mr. Jones also explained to the group that TransCanada was very close to signing a project labor agreement with the four large craft unions, including the Teamsters and the Operating Engineers. He also mentioned that the former chief executive officer of TransCanada would be part of a group that would be meeting with Speaker of the House Pelosi during her trip to Ottawa, Canada. He said that a recent study has been completed by the BARR group that contended that greenhouse gas emissions would be greater if the US continues to get its oil from Saudi Arabia and the oil from Canada went to China than if the US imported the Canadian oil directly.

Mr. Jones asked about the status of the work on the draft environmental impact statement and was told that we hope to get further revisions out later this year but we did not have a schedule for completion. Along with Mr. Wishart, Bob Jones advised that TransCanada was very nervous about its contractual commitments for shipments through the Keystone XL pipeline if the administrative process was delayed too far into 2011. He emphasized that TransCanada did not want a supplemental EIS, which would create problem for TransCanada's contractual commitments because of the delay factor.

REVIEW AUTHORITY: Adolph Eisner, Senior Reviewer